

1911-1912 - used right to left

London 1911

Vehicles

71 200-075 102



# Curios and Relics

## Vehicles

### Carriage

## Used by Lincoln on Night of Assassination

Excerpts from newspapers and other sources

From the files of the  
Lincoln Financial Foundation Collection

## THE LINCOLN CARRIAGE 1-19-35

Compiled by HERBERT WELLS FAY, Custodian Lincoln's Tomb

The display of Lincoln's carriage at Springfield has aroused a lot of interest and reflects no little credit upon the Studebaker Brothers of South Bend, Indiana, for their interest and enthusiasm in the Lincoln cause.

The carriage was built by Wood Brothers and presented to President Lincoln by a group of New York citizens. His coachman, Joseph Christian, drove the Lincoln party to Ford's Theatre the fatal night.

On May 11, 1865, Robert Lincoln, for a consideration of \$1,000, sold the historical barouche to Dr. F. B. Brewer at Westfield, New York, the home of Grace Bedell, famed in Lincoln history.

In 1892 it was purchased by the Studebaker Brothers and placed in their exhibit at the Columbian Exposition, and in late years has been a part of the Studebaker Museum at South Bend, Indiana. A facsimile of the vehicle has attracted yearly attention in the exhibit at the Illinois State Fair at Springfield.

The purchase of the Lincoln carriage is not the only case where the Studebakers have honored Lincoln. In 1879 Lincoln's mother's grave was a disputed spot and not even marked. Peter E. Studebaker was touched by this neglect, sought the evidence of its location from those still living and familiar with the affair and then placed at the head of the grave a modest slab of marble. This was later enclosed by an iron fence.

At the time of the rebuilding of Mr. Lincoln's tomb, in 1900, two huge pieces of granite from the first structure were sent by Col. Culver to Lincoln City and from these a six foot monument was built. This was placed outside of the iron fence in such a position to obscure the modest and appropriate marker donated by Mr. Studebaker. Had it been put about 10 feet away and so marked, it would have served its purpose and not raised a storm of protest from any one.

A movement is now on foot to build a suitable memorial to this modest woman, the mother of one of the greatest men of history. The original plan called for a fund of over a million dollars.

Guests at Lincoln's Tomb tell of their visit to the tomb of Nancy Hanks Lincoln and praise the liberality of Mr. Ball of Munsey, Indiana, who is furnishing funds to appropriately landscape the historic spot.

Quite a few have said that they saw the large monument, and supposed it was at the actual grave, but found out later that it was fully a block away.

When the improvement is completed, and if the Culver stone is used, a bronze tablet should tell how far it is from the actual grave. This will make a job for Dr. Louis A. Warren of Ft. Wayne.

Through the acquaintance of A. B. Thielens, who was many years a factor in the Studebaker Corporation and at the time of his death Vice President, the writer has been able to get the greater part of a collection consisting of two books twenty feet long each, and made up of over sixty items pertaining to the Studebakers, and incidentally telling of their connection with Lincoln.

A. B. Thielens married a daughter of the late Hiram D. Wagner, banker, Civil War veteran, and Mayor of Hinckley, DeKalb county, Ill., and was a personal friend of the writer.

When stable conditions are fully restored it is to be hoped that contributions will come in for the construction of this proposed Indiana memorial. It's possible that the Studebakers will place the Lincoln carriage there as an additional attraction.



**ABRAHAM LINCOLN'S OLD CARRIAGE.**

NOTE.—The principal Studebaker Exhibits at the Louisiana Purchase Exposition are located in the Transportation Building, to the right of the north main entrance, opposite "The Pike." These consist of Wagons, Carriages, Harnesses, and Automobiles, and occupy a floor space of 9,000 square feet.

(OVER)



See Studebaker Bros. Mfg. Co., Exhibit,

Transportation Bldg.

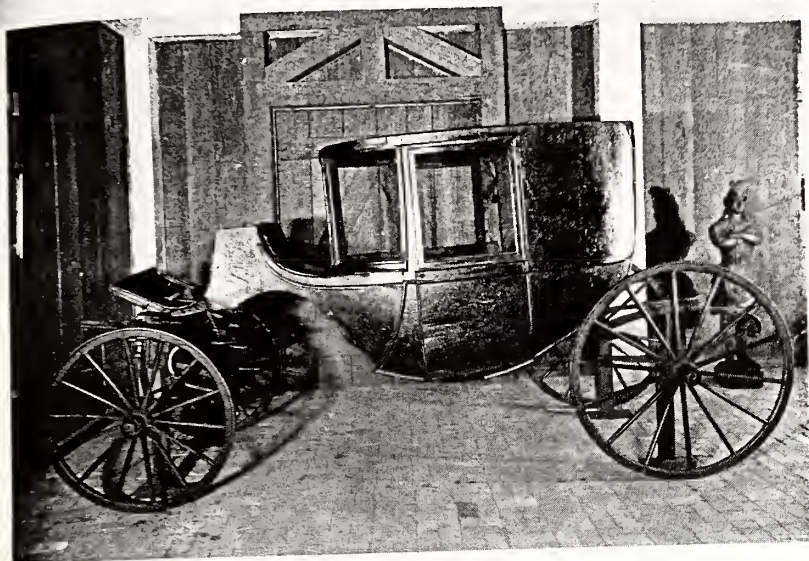
## ABRAHAM LINCOLN RECEIVED GRAND PRIZE CARRIAGE



CARRIAGE that is bound up with one of the saddest events in the history of the American people, is now owned by the Studebaker Bros. Mfg. Co., of South Bend, Ind. It is the last carriage in which President Lincoln rode when alive. It was presented to Mr. Lincoln by the merchants of New York on his first inauguration, and it carried him to Ford's Theater on the night that the assassin's bullet severed the silver thread of life.

It was purchased in 1865 by a friend of the Lincoln family after the martyrdom of its owner, and afterward became the property of the Studebakers. It was exhibited at the World's Fair at Chicago, and attracted as much attention as any article in the Fair, owing to its historic interest. Foreigners viewed it with much the same veneration as those who have the right to call Lincoln fellow-countryman.

Its style is now so nearly obsolete that it seems almost grotesque, and its former trappings of silk, plush, and leather are faded and time-stained; but interwoven as its history is with a man and an epoch which liberty-loving people will always regard with transcendent interest, this queer old carriage has a value beyond any of its modern rivals, however grand. It is still in a good state of preservation.



Lincoln's closed coach.

(By courtesy of the Chicago Historical Society.)



Lincoln's barouche with foldable top.

(By courtesy of The Studebaker Corporation, South Bend, Ind.)

Eisenschul

In the Shadow  
of Lincoln's Death



# LINCOLN LORE

Bulletin of the Lincoln National Life Foundation - - - - Dr. Louis A. Warren, Editor  
Published each week by The Lincoln National Life Insurance Company, Fort Wayne, Indiana

Number 685

FORT WAYNE, INDIANA

May 25, 1942

## THE PRESIDENT'S CARRIAGES

The rubber tire situation has brought into the news, stories of horse and buggy days and primitive methods of conveyance. Possibly this interest may have caused the New York Historical Society to feature in its April bulletin the story of "Lincoln's Purchase of a Coach." To fully appreciate what the purchase of this state carriage meant to Lincoln, it might be well to note briefly the evolution of his way of traveling.

The primitive method of conveyance in Kentucky, when Abraham Lincoln was an infant, was the saddle horse. As a baby in his mother's arms he must have first experienced this method of transportation and later seated on a horse with his father took his first riding lessons. In 1815, the year before the Lincolns left Kentucky for Indiana, Thomas Lincoln listed five horses for taxation, one of them a stallion. It is doubtful if there was ever a period while Abraham lived in his father's home that he did not have a horse to ride. We know that in Indiana he rode alone to a mill when but nine years old, as he has given us in his own words a reminiscence of a specific occasion.

The first step in transportation by vehicle is observed when we find Lincoln at twenty-one years of age driving an ox cart helping to move the Lincoln family to Illinois. There were also some horse-drawn wagons in the caravan. Lincoln had need of a horse of his own when he was appointed Deputy Surveyor of Sangamon County, Illinois, and had the humiliation to see it sold from under him for debt, but it was bid in by a friend along with the saddle and bridle, that he might continue his work uninterrupted.

At just what time Lincoln entered the ranks of the horse and carriage gentry we are unable to learn. When he first went to Springfield in 1837 he wrote to one young lady whom he had invited to become Mrs. Lincoln, "There is a great deal of flourishing about in carriages here, which it would be your doom to see without sharing in it."

We do know that some time after he began to practice law he did buy a horse which he rode on the circuit, but just when his horse and buggy days began we are not advised. That he did eventually own a light carriage we are certain, but he is not known to have had but one horse at a time and never did own a fine carriage and a span while in Springfield.

Anthony Thornton, one of Lincoln's contemporaries on the circuit, gave this reminiscence about Lincoln having "tire trouble" on one occasion, "Once when he was about to start from Taylorsville to Decatur the tires of the wheels of his buggy were so loose as to be dangerous, he secured them by wrapping with hickory bark." A good soaking in the river, however, when he was not using the vehicle would bring about a more permanent result.

During the last years of traveling the circuit it is likely he relied more often on the stage coaches and trains. "Old Bob," the family horse and buggy, was then left at home for the boys and Mrs. Lincoln to use. When Lincoln was elected to the presidency he was still a "one horse" man.

One of the more troublesome of the minor problems which confronted Abraham Lincoln in making the transition from Springfield to Washington was the acquisition of vehicles which would be appropriate and with which he had had little experience. The President's carriages were expected to be in keeping with the other trappings associated with the White House and a recent acquisition of the New York Historical Society throws some light on the President's venture in the carriage market.

In the New York Historical Society archives are some account books of Brewster and Company, carriage makers. In volume one on page 331, under the date of February 18, 1861, is an entry which reads as follows: "Sold—For Hon. Abram Lincoln. One Elegant H. Cloth Coach. # 588. \$1400." The H. is said to have been an abbreviation for "hammer" which would suggest that the cloth used was highly decorative and indicated richness and elegance. Even though Mr. Lincoln paid for the coach in three installments \$1400 was a big price nevertheless, for a man who had ridden in a buggy with tires bound on with hickory bark.

On one occasion when Mrs. Lincoln was out riding in the coach a small boy named James Scheel, ran in under one of the wheels and had a leg broken. He tells the story in these words, "I was a boy of seven then and was playing in the street at Pennsylvania Ave. and 7th St. Mrs. Lincoln was in the carriage with her sister, Mrs. Helm. They stopped and took me to a hospital. Mrs. Lincoln came to see me in the hospital several times and the President came once." From Mrs. Helm's own reminiscence of the account we find this report of one of the visits she made with Mrs. Lincoln to the hospital, "We called again to-day on the little invalid with toys, fruit and a box of candy. He is a brave little fellow, his eyes glisten when he sees us coming and he forgets he has a broken leg in his pleasure over his toys."

Late in life Scheel was living in Oak Park, Illinois, when he again, to use figurative language, ran into the old coach. It had found a place in the collection of Lincoln curios at Chicago Historical Society and Scheel learning of its presence there visited the Historical Society and upon viewing the old coach said, "That's it! And that's the wheel that ran over me—the right hind wheel and it broke my leg."

But the coach was not the only carriage that the Lincolns owned. They were presented with a luxurious open barouche. It was built by Wood Brothers and was the gift of a group of New York citizens. It was this carriage which was used by Lincoln on the night of his assassination. On May 11, while the Lincolns were still in Washington it was sold by the family to Dr. F. B. Brewer of Westfield, New York, an intimate friend. A copy of the bill of sale, signed by Robert Lincoln, follows:

"Washington, D. C., May 11, 1865.

"Recd. of Col. E. R. Goodrich, Mil. St., Agt. of N. Y., one thousand (\$1000) dollars in payment of open Barouche with one set of double harness, the property of the late President of the United States, Abraham Lincoln, being purchased by Dr. F. B. Brewer of Westfield, N. Y.

"Robert T. Lincoln"

In 1892 the barouche was acquired by the Studebaker Brothers of South Bend, Indiana, and added to their extensive collection of historic vehicles. It was on exhibition at the Columbian Exposition and facsimiles of it have often been displayed.

Little space is left to say very much about the horses which drew the vehicles. A newspaper clipping, dated in 1888, states: "When President Lincoln became a resident of the White House there was purchased for him in central New York, a pair of very stylish black carriage horses, the reputed price being \$3000. Mr. Lincoln did not possess the provincial southern love for good horses and was an indifferent judge of them. The black team was of the tough Morgan breed and lasted him as long as he lived."



Lee E. Earle

~~Special~~

Offers, from many. (Typical reaction)

March 19<sup>th</sup> 1963

Merchandising Consultant

1125 GRAND CONCOURSE - SUITE 212

NEW YORK 52, N. Y.

JEROME 7-2209

Lincoln Life Insurance Company

Fort Wayne

Indiana

Gentlemen

Dear Sirs

MAR 22 1963

In the issue of Feb. 9<sup>th</sup> 1963 - Saturday Evening Post, you have an ad. stating that you would send a Picture of President Lincoln upon request.

I will greatly appreciate receiving one of these Fine Pictures. It may be of interest to you that I became the owner of the Carriage which Mr Lincoln used on his drive to the Ford Theatre on the evening that he was assassinated.

I later gave this Carriage to the "Lincoln Society" of the Village of Peekskill - New York, the oldest "Lincoln Society" in this Country.

Postage enclosed.

Many Thanks.

Lee E. Earle

WILLIAM C. DREDGE  
DIRECTOR PUBLIC RELATIONS

**Studebaker**  
CORPORATION

September 29, 1967

Mr. T. Sutton Jett  
Regional Director  
United States Department  
of the Interior  
National Park Service  
National Capital Region  
1100 Ohio Drive, S.W.  
Washington, D.C. 20242

Dear Sir:

I have from Mr. Burlingame your recent letter concerning the Lincoln Landau which was among the Studebaker vehicles presented to the city of South Bend in June of 1966 as the nucleus of a transportation museum.

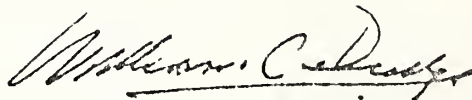
As you can appreciate, it would be most difficult for us to suggest eventual disposition of any part of this collection since we have presented it to our home community, with the express hope that they in turn would not scatter it or dispose of it in single pieces.

I suggest that you write directly to Mayor Lloyd Allen, who has a strong personal interest in this project, and make the Ford Theatre donation suggestion to him.

Mayor Lloyd Allen  
City of South Bend  
City Hall  
South Bend, Ind.

Dear Mayor Allen:  
WCD:dm

Sincerely,

  
William C. Dredge

OCT 9 1967

Hon. Lloyd Allen  
Mayor of South Bend  
City Hall  
South Bend, Indiana

Dear Mayor Allen:

The National Park Service is now restoring Ford's Theatre, Washington, D. C., scene of the assassination of Abraham Lincoln. Work is well along and we expect to have the dedication and opening early in 1968. In refurnishing the theatre we will recreate the scene as it appeared in April 1865. Beneath the main floor a new Lincoln Museum will be devoted entirely to the life of Abraham Lincoln, particularly those events pertaining to his life in Washington. Lincoln the man, the statesman, and the President will be illustrated by objects and documents directly connected with him and with the fateful event of April 14, 1865.

This restoration and museum will be a high point each year for thousands of visitors to Washington and a center for Lincoln scholars and those wishing to study the life of Lincoln. A crowning exhibit in this museum would be the Lincoln Landau which carried Lincoln to the theatre that night. The size of the exhibit room would permit the carriage to be displayed in such a manner that it would highlight the collection.

We have been advised by Mr. William C. Dredge to contact you regarding the possibility of obtaining this vehicle for the Lincoln Museum in Ford's Theatre. We earnestly request your assistance in securing this item for this important endeavor.



We believe that the Lincoln Museum is the ideal place to exhibit this item so directly concerned with the events at the theatre. Appropriate recognition would, of course, be given for such a generous gift.

Sincerely yours,

(Sgd.) T. Sutton Jett  
Regional Director

cc: NCR: Surname  
Files  
Mr. Harris  
✓ Eastern Museum Lab., NASO

COHarris:jv 10/4/67



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
5502 PORT ROYAL ROAD  
SPRINGFIELD, VIRGINIA 22151

IN REPLY REFER TO:

D6215-OID

October 19, 1967

Hon. E. Ross Adair  
House of Representatives  
Washington, D. C.

Dear Mr. Adair:

I appreciated Tim Westbay's introduction of our problem.  
The success of the Lincoln Museum would be assured should  
it be possible to place this item on exhibit.

Sincerely yours,

Russell J. Hendrickson  
Chief, Eastern Museum Laboratory  
Branch of Museum Development

Enclosure

E. ROSS ADAIR  
4TH DISTRICT, INDIANA  
2263 RAYBURN BUILDING

COMMITTEES:  
FOREIGN AFFAIRS  
VETERANS' AFFAIRS  
RANKING MINORITY MEMBER

# Congress of the United States

## House of Representatives

Washington, D.C. 20515

October 30, 1967

ADMINISTRATIVE ASSISTANT:  
RICHARD C. PRICKETT

FORT WAYNE OFFICE:  
MRS. LOUISE HILLS  
1700 LINCOLN TOWER  
PHONE: 743-9706

ELKHART COUNTY OFFICE:  
ARDEN BRATTON  
PHONE: 264-1093  
R.R. 5, ELKHART, INDIANA

LINCOLN LIFE

Referred to

REC'D NOV 1 1967

Answered

Office of A. C. STEERE

11/2  
Dr. he hunting  
your recommendations  
these - 1  
AS

Mr. Allen Steere  
LINCOLN NATIONAL LIFE INSURANCE COMPANY  
1301 South Harrison  
Fort Wayne, Indiana 46802

Dear Allen:

In regard to your continuing interest in the development of the Ford Theater here in Washington, I wanted to call your attention to the attached correspondence I received.

Russell J. Hendrickson is working with the National Park Service in the Restoration of the Theater and the Nation-wide effort which is being made to assemble some of Lincoln's personal possessions.

He found out about the carriage which is in South Bend, Indiana and advised me that he had written to the Mayor there asking if it would be possible to obtain this carriage for the museum. I thought you would want to know about this and perhaps join with him in obtaining the approval of the Mayor to include the carriage in the exhibit.

I have delayed writing to the Mayor about this matter until I had the opportunity of presenting this information to you. Of course, I would be glad to do so, but, first, I wanted to have your thinking and to let you know about the steps which had been taken up to this point.

With kind regards.

Very sincerely yours,

*Ross*  
E. ROSS ADAIR  
Member of Congress

ERA:pe

Enclosure





*As name indicates its character*

The Lincoln National Life Foundation  
Fort Wayne, Indiana

DR. R. GERALD McMURTRY  
DIRECTOR

November 1, 1967

Mr. Allen Steere, Vice President  
The Lincoln National Life Insurance Company  
1301 South Harrison  
Fort Wayne, Indiana 46801

Dear Allen:

I have read with interest the letter addressed to you by the Hon. E. Ross Adair along with the other correspondence relative to the carriage which was used by President and Mrs. Lincoln on the night of his assassination.

I have done some research on this carriage and I have discovered that the Studebaker Brothers of South Bend, Indiana, purchased it in 1892. It has often been exhibited in Springfield, Illinois and at large expositions.

While the Studebaker Company deserves a lot of credit for preserving this historic relic (presented to the City of South Bend in June 1966 as the nucleus of a transportation museum), it is in reality a national treasure and should be exhibited permanently in the new museum of the restored Ford's Theatre.

By exhibiting the carriage in Washington, D. C. hundreds of thousands of people will have the opportunity to view it - far exceeding the number of people who have or will see it in South Bend.

The presentation of this carriage to the government is actually an obligation which the City of South Bend should recognize as a duty to the people of this nation. I have the same strong feelings about the rocking chair in which Lincoln was seated at the time of his assassination. It is now owned by the Henry Ford Museum at Dearborn, Michigan.

I enclose some information about the origin of the carriage and its history up to its purchase by the Studebaker Brothers in 1892.

Yours sincerely,

R. Gerald McMurtry

11/2  
Mr. Ross - to file

November 2, 1967

*file - Lincoln Museum  
with the files  
Thatcher*

Hon. E. Ross Adair  
House of Representatives  
2263 Rayburn Building  
Washington, D. C. 20515

Dear Ross:

We acknowledge with thanks receipt of your letter of October 30 with enclosures.

We have submitted this material to Dr. R. Gerald McMurtry, Director of The Lincoln Life Foundation, and we enclose a letter which we have received from him together with some descriptive material about the origin of the carriage and its history.

Do you think that John Brademas would be willing to join with you in bringing this matter to the attention of the appropriate officials of the City of South Bend?

We have no political contacts in that area other than Richard Bodine who lives at Mishawaka, but we could contact someone at Associates Investment Co. as could you.

With personal good wishes.

Sincerely,

Vice President

ACS:hh  
Enc.

THE LINCOLN NATIONAL LIFE  
INSURANCE COMPANY

HOME OFFICE  
FORT WAYNE, INDIANA

INTER-OFFICE CORRESPONDENCE

TO Mr. Steere

DATE November 9, 1967

FROM H. F. Rood

SUBJECT

The enclosed correspondence is interesting.

As I probably mentioned to you, I was approached in Bloomington as to whether we shouldn't move the Lincoln Museum to Indiana University so that it could be seen by more people. I think my reaction was the same as yours and Dr. McMurtry's would be, and perhaps the same as South Bend and the Ford Museum would have.

*HFR*  
Henry F. Rood

HFR/ga  
encl.

12/2

To Dr. McMurtry for filing

ARL



Mark Neely —

741

Nancy  
Harris

## Archives Searching For Home

By J.M. DOYLE  
SOUTH BEND (AP)

— The city fathers of South Bend are looking for a place to store and display 250,000 old photos, 70 tons of documents and nearly 50 historic vehicles — including Abraham Lincoln's carriage.

It's all part of the defunct Studebaker automobile company's archives and historic vehicle collection — and it needs a permanent home.

Before South Bend was known as the home of the University of Notre Dame and its legendary football teams, the northern Indiana city was corporate headquarters of Studebaker Brothers, makers of carriages and automobiles since the 1850s.

"Studebaker was the only company that made the transition successfully from carriages to automobiles," said Gust Saros, of the city's Discovery Hall industrial museum.

The museum is preparing an exhibit which will contain 18 vehicles from the Studebaker collection, ranging from a Conestoga wagon to some late model cars.

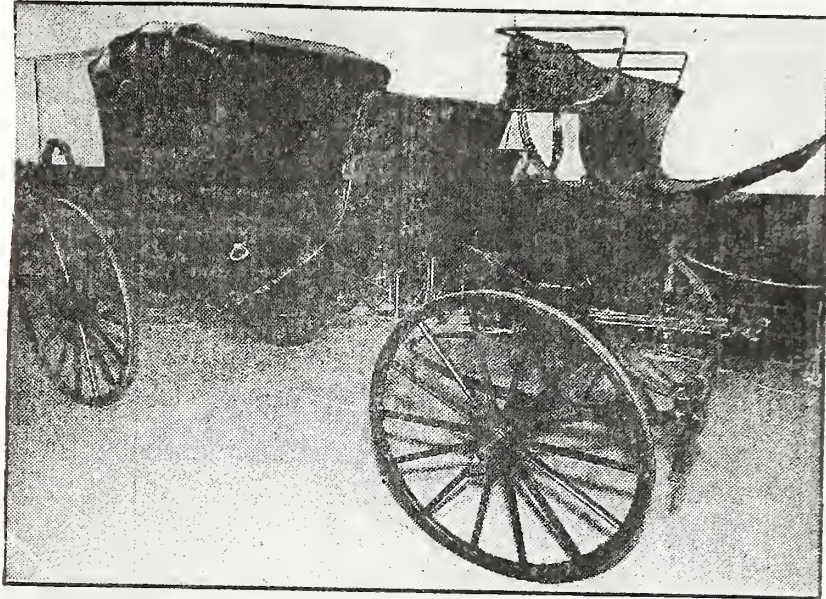
But there isn't enough room for all the cars, wagons and carriages, not to mention the tons of documents in the Studebaker archives.

"The city does have a commitment to support the collection," said Saros "but it's the kind of thing the city cannot do alone."

To that end, Mayor Roger O. Parent has appointed a committee to establish a permanent display and storage facility for the collection.

"This cannot be the job of city government alone," Parent said.

1/19/1991



Tribune Photo/BARBARA ALLISON

This carriage, which Abraham Lincoln took to the Ford Theater the night of his assassination, is featured at the Studebaker Museum. See "T." *The carriage is not a Studebaker however,*





Art Conservator Brian Howard has been working on the carriage that President Abe Lincoln rode to Ford's Theatre the night he was killed. *Jason Malmont/The Sentinel*

## Conserving Lincoln's last ride

A man's historic appreciation leads to a career in conservation

By Jason Scott, Sentinel Reporter January 31, 2008

It was National Public Radio that eventually led Brian Howard to President Abraham Lincoln.

Howard was on his way home one day, fired from a building job, when he tuned in to an NPR interview with an art conservator.

At the time, he had already completed bachelor's degree programs in art and chemistry. The radio spot not only piqued his interest in the field but compelled him to go back to school for a degree in art history.

"I liked working with my hands, and drawing and painting," he says.

Howard went on to earn a master's degree and certificate of advanced study in art conservation from the State University of New York in 1987.

Out of college, he started working part-time for the Pennsylvania Historical and Museum Commission and began his own art conservation practice, called B.R. Howard & Associates in North Middleton.

Over the next 18 years — before the state closed the conservation center in 2005 — Howard was contracted with the PHMC in roles as objects conservator and artifact conservator. These jobs included responsibilities such as documentation, examination, treatment, review of historic structure reports and transportation of a wide range of individual artifacts and collections.

After the state job ended, he decided to go full time and expand his company, which now employs five full-time and three part-time people.

The move worked out well, because they were already inundated with requests from institutions with limited or no conservation professionals on staff.

The scope of the projects had also advanced from individual artifacts, collection condition surveys and assessments for small museums to large-scale artifacts, sculpture and objects containing diverse materials for bigger clients — many of historical significance, such as the recently completed 1865 carriage President Abraham Lincoln rode in the night he was assassinated at Ford's Theatre.

Howard and two members of his team — son Braeden Howard and Toby Baker — spent the last nine months conserving Lincoln's last ride for Studebaker National Museum in South Bend, Ind.

"Working on a high-profile piece (like this) gives us an opportunity to showcase our work and draws upon over 20 years of experience," Howard says. "It's an opportunity to preserve a part of our history."

Studebaker received a federal Save America's Treasures grant for \$250,000 to pay for much of the conservation work B.R. Howard will do in Carlisle on its collection of carriages, including three more presidential models, and other artifacts.

## Conservation vs. restoration

Restoration of art and cultural property, as traditionally practiced, focuses upon returning an object or work of art to its original state — an assumed condition or an earlier appearance — with little regard to historic changes and/or the loss of data and original materials, according to the American Institute for Conservation.

However, in the past 40 years, the restoration of art and cultural and historical artifacts has evolved and developed into the profession of conservation. Art conservation is an interdisciplinary approach which incorporates art, scientific analysis, art history and material science to stabilize and preserve artifacts as found and prevent additional deterioration. This is accomplished by the selection of methods and materials that, to the best of current knowledge, do not adversely affect the historic or artistic objects' original materials or impede future examination, scientific examination, treatment or function.

Conservation activities include examination, documentation, preservation and at times, restoration.

- Examination is the study of the structural ability, materials used in an object's construction or fabrication.

- Documentation is the written and photographic records of information discovered or techniques used during treatment.

- Treatment includes direct and deliberate efforts required to stabilize an object's condition to "prolong its existence," according to the American Institute of Conservation code of ethics.

- Stabilization measures are employed to slow active deterioration and ultimate loss of an artifact or artifact component.

- The restoration procedure may be required to repair damages and losses with the intent to return the object to its original state of an earlier appearance.



The goal of the Lincoln project, which wrapped up on Wednesday, was to present to the public the original surfaces of the carriage as Lincoln saw them on April 14, 1865, in Washington, D.C.

"When a person sees the object, I don't want them to see my work. I want them to see the original," Howard says. "If I repainted it, it wouldn't be what Lincoln saw."

The nation's 16th president received the open barouche carriage at his second inauguration. It was built by Wood Brothers in New York City in 1864, equipped with steps connected to the doors so they lowered and rose as the doors opened and closed.

"It was said to be Mrs. Lincoln's favorite vehicle," Howard explains.

Studebaker purchased the carriage in 1889 from F.B. Brewer of New York, who had acquired it from Robert Lincoln, the president's son, shortly after his father's assassination.

"It was in very rough shape. The second owner drove it really hard," Howard says.

The Lincoln carriage was one of the first items entered into the Studebaker Corporation's historic vehicles collection and today remains one of the most treasured pieces in the Studebaker National Museum.

The process of conservation, which is different than restoration (see related story), can be very tedious.

When the Lincoln carriage arrived in Carlisle, a fair amount of work was needed to bring it back to the 1865 look. The leather covering the dash and fenders had severely deteriorated, there were split body panels and areas of actively flaking paint.

B.R. Howard worked to consolidate the lifting paint, filled and stabilized the panels, repaired splits in the interior, secured and stabilized the right door hinges and folding step mechanism and revealed sections of the original paint on the vehicle.

The staff conducted testing on the carriage's body panels and found through microscopic cross-sections that the body was once a dark shade of green, though it had been painted black over the period of time Studebaker owned it.

Studebaker had removed the interior and recovered the top of the carriage during an early 1900s restoration, according to Howard.

From an e-mail tip regarding the carriage's original appearance, the conservators also uncovered Lincoln's monogram on the doors.

"We didn't know the monogram was there," Howard says. "We based our search initially upon a story that had been forwarded about it being gold."

The difficulty was getting down through the multiple layers of paint and varnish over the monogram without dissolving it, he explains.

"We could see the gold and remnants of green paint, but a lot of detail had been lost prior to having been repainted," Howard says.

Once they uncovered the "A.L." monogram, they painted the area and added a synthetic varnish on the doors.

"All the work I am doing is on top of the original surface. All the materials we use are reversible," he says. "They can be removed without damaging the original, which is one of the real distinct aspects of conservation. It still has a sense of age and doesn't look painted or brand new."

B.R. Howard is one of only two companies in the country that conserves vehicles. It also works on projects that include historic furniture, ethnographic collections, scientific instruments, paintings, historic documents, industrial artifacts, sculptures and archaeological materials.

Studebaker, in cooperation with the Indiana Historical Society, plans to unveil the carriage in correlation with its three-part exhibit, "The Faces of Lincoln," set to run from Lincoln's birthday on Feb. 8 until March 9.

This event will mark the beginning of a three-year bicentennial celebration of Lincoln's birth. The exhibit will comprise holdings from the Jack Smith and Daniel R. Weinberg Lincoln collections and chronicles Lincoln from his early years to his assassination and the aftermath.

For more information about the museum, visit [studebakermuseum.org](http://studebakermuseum.org).

(+)

President Lincoln's state Carriage owned and used by him the night of his assassination in Washington, D. C., April 14, 1865. Now owned by Studebaker Bros. Mfg. Co., South Bend, Ind.

This carriage was purchased and presented to President Abraham Lincoln by the citizens of New York City. The following is a copy of the original bill of sale, showing the original transfer of this carriage from the Lincoln family to Dr. F. B. Brewer of Westfield, New York. Mr. Brewer being an intimate friend of the Lincoln family.

Washington, D. C. May 11, 1865

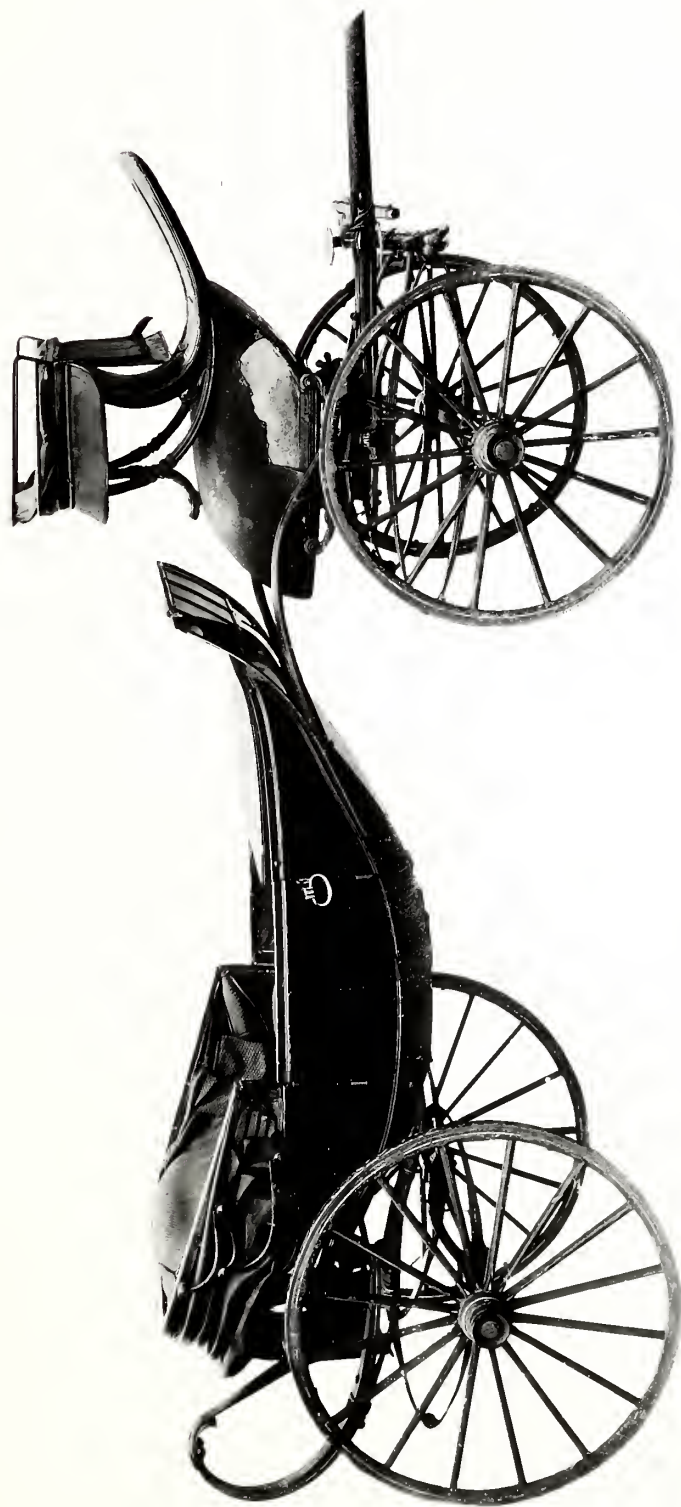
Recd of Col. E. R. Goodrich, Mil. St., Agt. of N.Y, one thousand (\$1000) dollars in payment of open Barouche with one set of double harness, the property of the late President of the United States, Abraham Lincoln, being purchased by Dr. F. B. Brewer of Westfield, N. Y.

Robert T. Lincoln

*See Studebaker Book Collection*

*for further carriage*

Relics Connected with Lincoln's Assassination





President Lincoln's state Carriage owned and used by him the night of his assassination in Washington, D. C., April 14, 1865. Now owned by Studebaker Bros. Mfg. Co., South Bend, Ind.

This carriage was purchased and presented to President Abraham Lincoln by the citizens of New York City. The following is a copy of the original bill of sale, showing the original transfer of this carriage from the Lincoln family to Dr. F. B. Brewer of Westfield, New York. Mr. Brewer being an intimate friend of the Lincoln family.

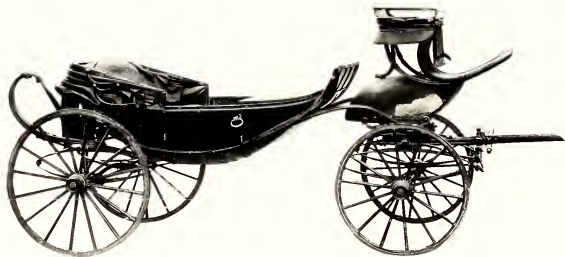
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Robert T. Lincoln

*See Studebaker Book (with label)*

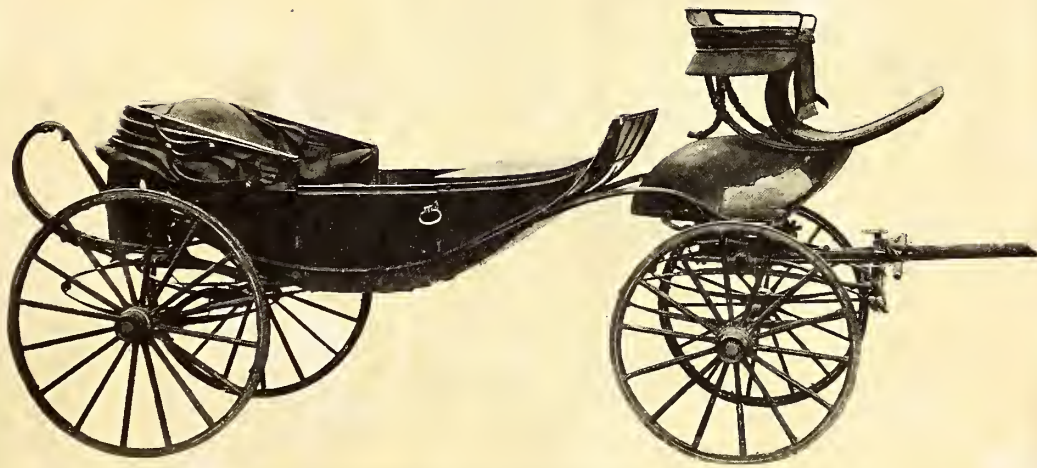
*from Studebaker Carriage*



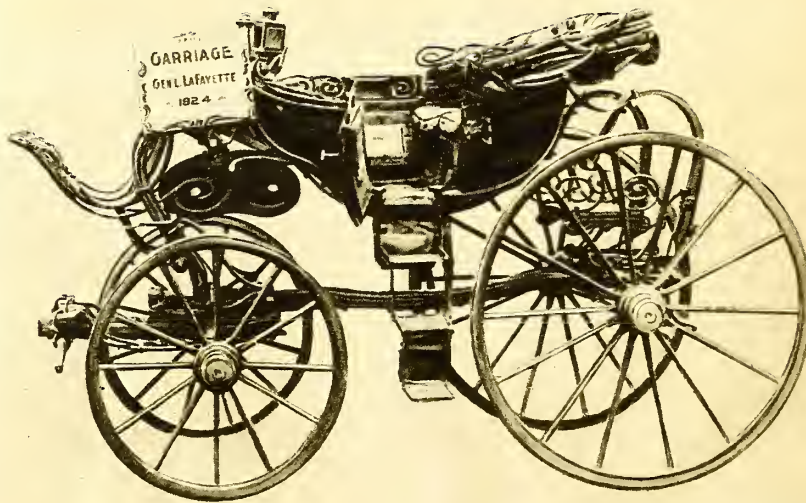
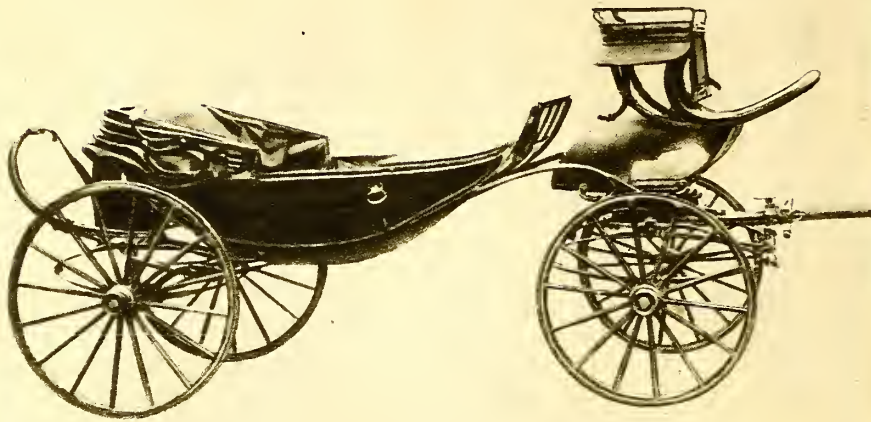
26-4374



Relics Connected with Lincoln's Assassination



CARRIAGE USED BY PRESIDENT LINCOLN ON THE NIGHT OF HIS ASSASSINATION  
In Museum of The Studebaker Corporation of America, South Bend, Indiana



© International  
VEHICLES IN WHICH LINCOLN AND LAFAYETTE RODE FOR LIBERTY  
Carriage used by the Civil War President the night he was assassinated. (Below)  
Barouche used by the French General on revisiting America in 1824.

## Carriage of the Great Emancipator

This was the carriage in which, on April 14, 1865, President Abraham Lincoln rode to Ford's Theater in Washington to see the play "Our American Cousin." It was the carriage which took the man who saved the Union for his last ride-- for on that same night he was assassinated by John Wilkes Booth.

Upon Lincoln's death, the carriage remained a part of the martyred president's estate, but in 1890 Clem Studebaker, then president of the Studebaker Bros. Manufacturing Company, purchased it for display in the Studebaker showroom on Chicago's Michigan boulevard. There it stood on exhibit for many months. It was given a prominent position at the Chicago World's Fair in 1893, then brought to South Bend where, except for frequent tours to expositions and fairs throughout the country, it has remained ever since.

The carriage was the second famous vehicle to join the Studebaker collection, and was the first of three presidential equipages which Studebaker acquired for display in its museum.



## LINCOLN CARRIAGE

Chicago Sunday Herald, Oct. 5, 1890.

Carriage presented to Lincoln by the merchants of New York shortly before his second inauguration. At this time (Oct. 5, 1890), it was exhibited in the Studebaker repository in Chicago, and the newspaper writer had just examined it with great interest.

Clement Studebaker purchased the carriage on Aug. 20, 1890, according to this newspaper report, and here are the events leading up to its purchase:

In the summer of 1889, while Clem Studebaker was traveling through the state of New York, he met Dr. F.B. Brewer, of Westfield, N.Y. During the conversation, Brewer mentioned that he had bought Lincoln's carriage shortly after the President's assassination from Lincoln's son, Robert T. Lincoln. The Lincoln family, after the president's death, decided to leave Washington and among the effects sold, was the carriage. Col. E.R. Goodrich, military state agent of New York, upon the recommendation of Mr. Brewer, purchased the carriage and was given the following receipt by Robert T. Lincoln:

"May 11, 1865.

Received of Colonel E.R. Goodrich, military state agent of New York, \$1,000 in payment of open barouche with one set of double harness, the property of the late President of the United States, Abraham Lincoln, being purchased by Dr. F.B. Brewer, of Westfield, N.Y. (Signed) ROBERT T. LINCOLN."

Dr. Brewer wrote at the bottom of the receipt: "I was connected with this department of the service at the time of the purchase, and left the trade to be closed by Colonel Goodrich."

Lincoln Carriage

Clem Studebaker bought the carriage from Mr. Brewer and had it shipped to Chicago. It arrived there in good order in August, 1890, where it was immediately placed on exhibit on the second floor of the Studebaker Michigan avenue repository.

The ~~writer~~<sup>author</sup> states that it was Studebaker's intention to display it at the World's Fair in 1893.

The barouche is described as a six-spring ~~barouche~~ barouche, the body of the old style canoe shape, with skeleton driver's seat and boot. It has self-acting folding steps, worked by the opening and shutting of its doors. It has mail axles. The trimmings are of green tabaret and figured silk broad lace. The driver's seat is of black leather. The mountings are of solid silver, including lamps, door handles, top prop nuts and hub caps. The inside mountings are of ivory and silver. The monograms "A.L." appear on the doors in gold paint. The main panels of the body are painted in dark umber, with black moldings and boot. Greasing, dark green, striped, half-inch line ~~umber~~ umber, cut in center with one quarter line white.

## THE LINCOLN CARRIAGE

The carriage formerly owned by Abraham Lincoln and which for many years has been a display piece in the museum of The Studebaker Corporation was presented to Lincoln by a group of New York merchants shortly before his second inauguration.

The vehicle is of especial interest because it was the one in which Lincoln rode to Ford's theater in Washington, D. C., on the night of his assassination in 1865.

After Lincoln's death, the carriage, along with a double harness set, was purchased by Colonel E. R. Goodrich, military state agent of New York, for \$1,000 from Robert T. Lincoln, the martyred president's son. Goodrich, however, was acting as agent for a Dr. F. B. Brewer of Westfield, N. Y. Date of the sale was May 11, 1865.

At the bottom of the receipt which Robert Lincoln gave Colonel Goodrich at the time of the sale, Dr. Brewer, for whom the carriage was bought, later wrote: "I was connected with this department of the service (New York state department) at the time of the purchase, and left the trade to be closed by Colonel Goodrich."

The carriage remained in Dr. Brewer's possession until 1890. During the summer of that year, Clem Studebaker, president of what was then known as The Studebaker Brothers Manufacturing Company and who was one of the founders of the company, traveled through New York state on a swing through the East. During this trip he met Dr. Brewer who told him of the carriage and of its purchase by him from Lincoln's son after the President's death. Clem Studebaker offered to buy the carriage for the firms' museum. The offer was accepted, and in August, 1890, the vehicle arrived in Chicago where it was displayed on the second floor of the Studebaker carriage repository on Michigan avenue.



The vehicle was displayed at the Chicago World's Fair in 1893, and attracted thousands of visitors. In 1904 it was shipped to St. Louis for display at the Louisiana Purchase Exposition. Since that time it has been displayed in many other cities throughout the United States.

The carriage is a six-spring barouche, its body of the "old style canoe shape, with skelston driver's seat and boot." It is equipped with self-acting folding steps which are operated by opening and closing the doors. The trimmings originally were of green tabaret and figured silk broad lace. The driver's seat is of black leather. The mountings are of silver, including lamps, door handles, top prop nuts and hub caps. Inside mountings are of ivory and silver. The monograms "A. L." at one time appeared in gold paint on the doors, but the initials have been practically obliterated by the years.

#

## Lincoln Carriage

Was purchased in 1865 (after Lincoln's assassination) by a friend of the Lincoln family after the martyrdom of its owner, and afterward became the property of the Studebakers. Had been presented to Lincoln by the merchants of New York on his first inauguration.

It was exhibited at the World's Fair at Chicago, and attracted as much attention as any article in the Fair, owing to its historic interest. Foreigners viewed it with much the same veneration as those who have the right to call Lincoln fellow-countryman.

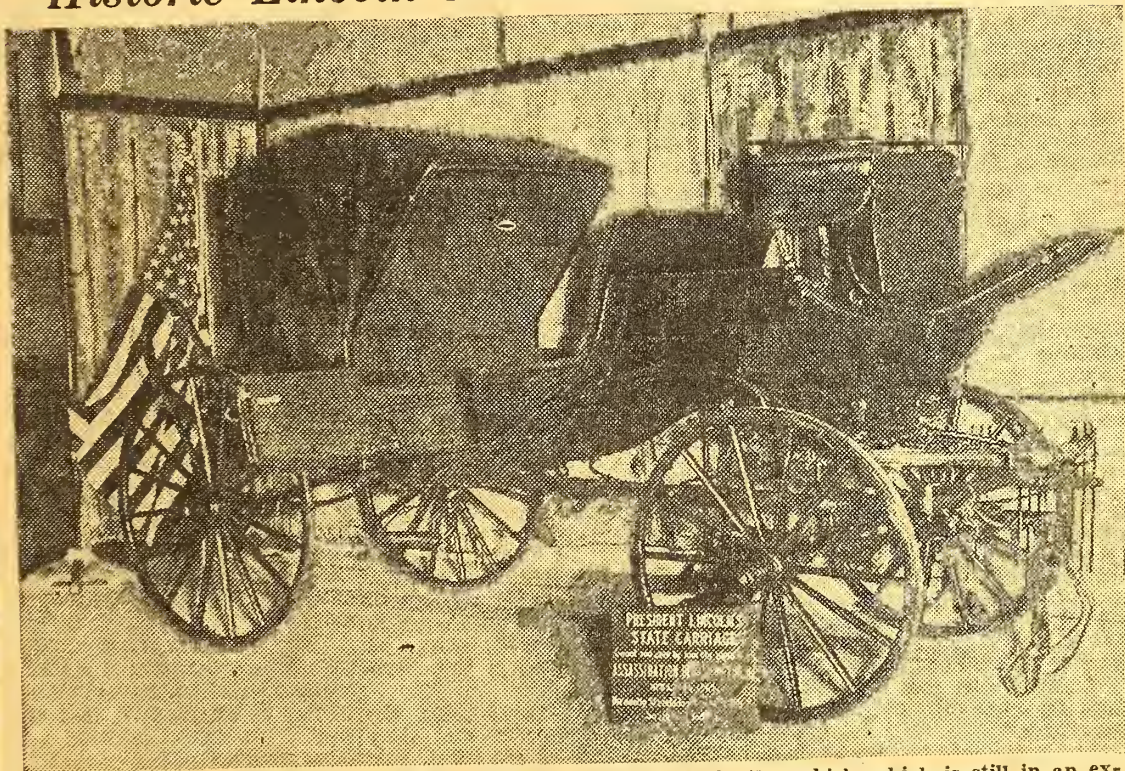
"Its style is now nearly so obsolete that it seems almost grotesque, and its former trappings of silk, plush, and leather are faded and time-stained; but interwoven as its history is with a man and an epoch which liberty-loving people will always regard with transcendent interest, this queer old carriage has a value beyond any of its modern rivals, however grand. It is still in a good state of preservation."

Above information was published on a card, 5" x 6 1/2" giving photo on one side, information on the other. It was exhibited in (1904) at the Louisiana Purchase Exposition where Studebaker had an exhibit in the Transportation Building just to the right of the north main entrance. Studebaker products--wagons, carriages, harnesses and automobiles covered a floor space of 9,000 square feet at the Exhibit.

check (O.K.)  
St. Louis, Mo.



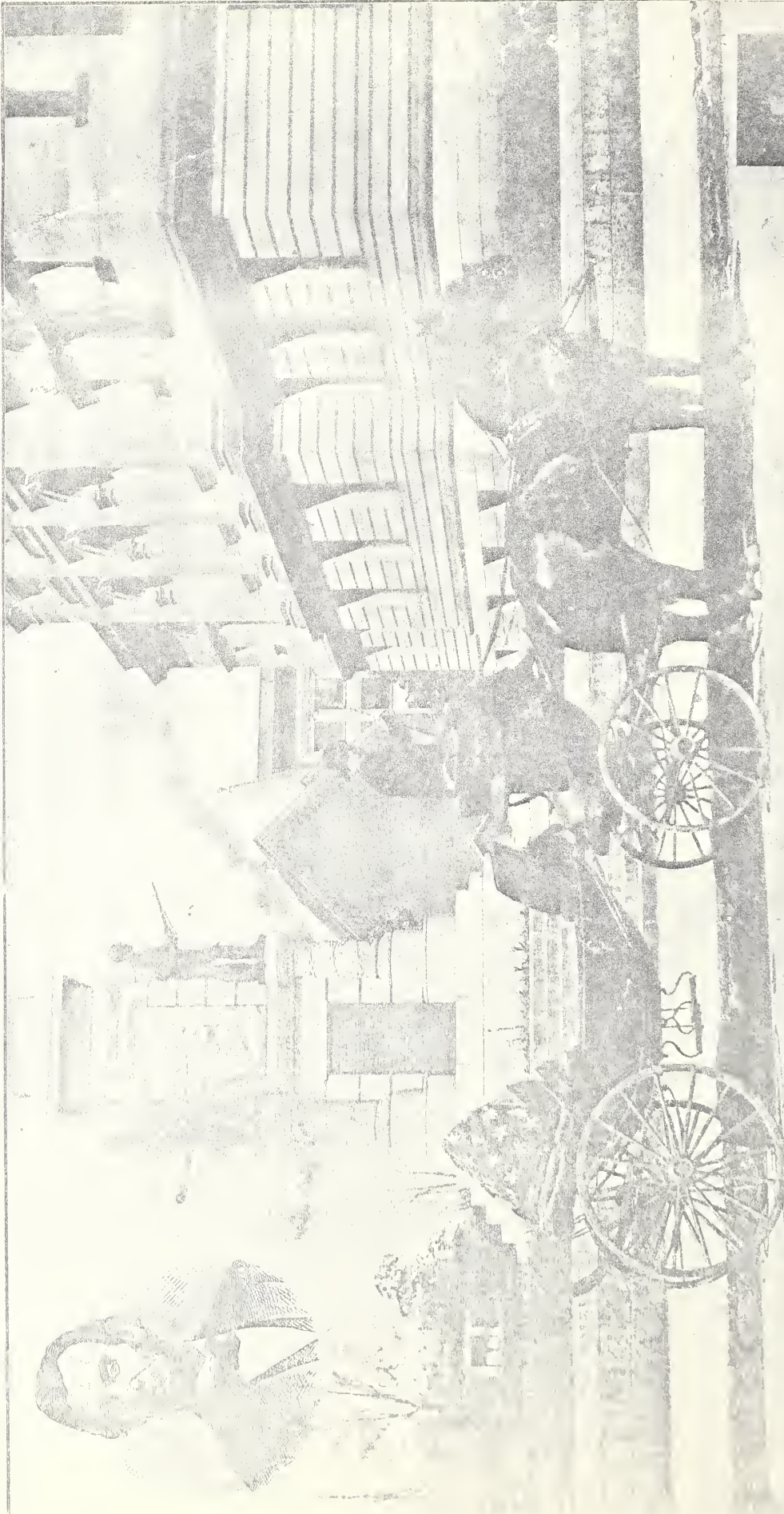
## Historic Lincoln Barouche Exhibited in City



Crowds are drawn daily to the Kammerling Motor Co. to witness this open barouche, historic state carriage which once belonged to Abraham Lincoln and used by him the night of his assassination. The martyred president delighted in tak-

ing airings in the vehicle which is still in an excellent state of preservation. It was sold following Lincoln's death to Dr. F. D. Brewer, Westfield, N. Y., and now belongs to the Studebaker Brothers Manufacturing company, South Bend, Ind.—Star photo.





JOSEPH CHRISTIAN

# The Coach in which Lincoln Took His Last Ride And His Coachman Joseph Christian

Above Picture was Taken May 21, '08. The Carriage is now owned by Studebaker Bros.







**The Coach in which Lincoln Took His Last Ride  
And His Coachman Joseph Christian**

Above Picture was Taken May 21, '08. The Carriage is now owned by Studebaker Bros.





#### LINCOLN CARRIAGE

On April 14, 1865, President Lincoln rode in this carriage to Ford's Theatre where he was assassinated! Although this vehicle was not manufactured by Studebaker, they purchased it in 1890. It became the cornerstone of the famous Studebaker Historic Vehicle Collection, now a part of the Discovery Hall Museum collections.

POST  
CARD  
RATE  
STAMP

POST CARD

Thru the lens of Ernie Borror

  
281333



*Abraham Lincoln's  
Carriage*

Franklin D. Roosevelt took to  
Ford's Thunder in this state carriage on the night of  
his assassination April 14, 1935.



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